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In the Saalbach-Hinterglemm ski region, Doppelmayr has installed the 8-MGD Bernkogelbahn 1 and the 6-CLD-B-S Reiterkogel-Ost. (photo)



Doppelmayr recovery concept

Two 3S lifts and one gondola lift have already been equipped. pp.2-3

The heaviest gondola lift ever built by Doppelmayr

... goes into operation on schedule in Montafon/Austria. p.6

New 10-passenger gondola lift in Altenmarkt

The Radstadt/Altenmarkt ski circuit boosts its attractiveness. p.10

Ropeways aimed at stemming population drain

Three municipalities in the Swiss canton of Fribourg coordinate their activities. p.14

Skiing in the Apennines

Doppelmayr builds the first detachable lift in the Sibillini Mountains. p.16

Skiing gains importance in China

Doppelmayr lifts in Genting Resort Secret Garden and Changbaishan. p.20

The Silvretta Montafon ski region, one of the biggest in the Alps, has received a huge boost to its attractiveness with the consecutive gondola lifts "Hochalpila Bahn" (photo) and "Grasjoch Bahn".

 **Doppelmayr®**

Recovery concept: Subjectively and objectively safe

Doppelmayr's new recovery concept ensures that ropeway passengers can always be carried to the nearest station without the need for a separate rescue system. As well as passing the test of objective safety, this concept wins the approval of passengers for perceived safety.

Until recently, the recovery concept had been installed on the 3S lifts in Sölden and Koblenz. Now the same approach has been adopted on the new Grasjoch 8-passenger gondola lift in Montafon, Austria.

The philosophy at the heart of the recovery concept is to duplicate all function-related parts and equipment, and to make them independently operable – commonly referred to as redundant design. This applies, for example, to the bull wheel bearings and emergency drive. In addition, all the organizational measures are put in place to make sure that the technical means can be made ready without delay in a failure scenario.

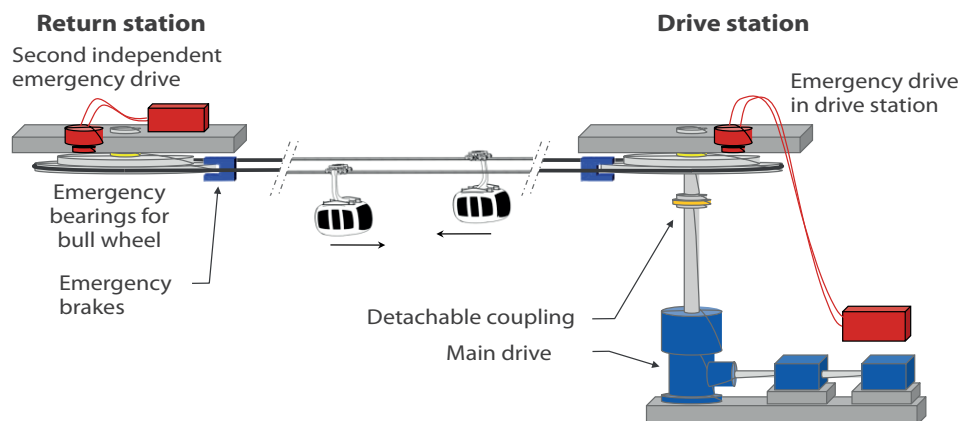
In compliance with the appropriate regulations, this approach enables passengers to be brought to safety within a

reasonable time period in the event of operational malfunction of the lift. Evacuation by rescue ropeway, for example, is no longer necessary; passengers are not required to leave the gondolas if the lift fails.

Maximum safety and top comfort are standard features of modern Doppelmayr ropeways

In general terms, Doppelmayr lifts always provide the assurance of a high safety level. Passenger comfort is a major feature of entering and leaving the gondolas; no-one is made to fear they might miss their turn to board, or that they could stumble and become jammed. The well-ventilated gondolas glide smoothly and softly at all times.

Doppelmayr recovery concept Stress-free rescue



With the new Doppelmayr recovery concept, stranded passengers are returned to safety exclusively by emptying the line. This is done using either the main drive, the emergency drive in the drive station or a second, independent drive located in the return station. All bullwheels have emergency bearings, the carriers are always able to circulate through the stations, and spare parts as well as special tools are stored at the towers. In addition, the towers are accessible for personnel at all times. This system is approved by the Austrian supervisory authorities, TÜV Austria, TÜV SÜD/Germany.

World market leader

In fiscal 2010/11, the Doppelmayr/Garaventa Group clearly asserted its number one position in the global ropeway market with the completion of 126 ropeway projects in 86 countries.

While we continue to achieve the major part of our sales revenues with ropeway installations for winter and summer tourism, our passenger transport systems for applications such as urban transit, horticultural shows and exhibitions represent a significant growth area. We also see increasing demand for our industrial transport systems for bulk material and unit load handling as well as for equipping high-rise warehouses.

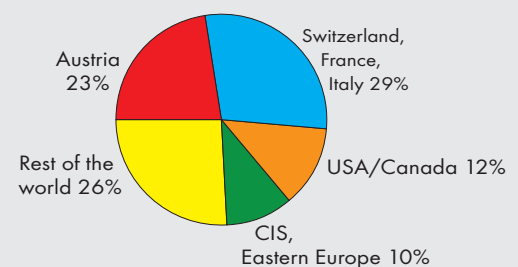
Looking ahead to 2011/12, we anticipate satisfactory market development in Europe, China and Latin America. To ensure that we can tap into this market potential over the long term, we are swiftly investing in the expansion of know-how and capacity.

We would like to thank our customers for their loyalty to Doppelmayr/Garaventa products and will do our utmost to continue to fulfill their high expectations in terms of product quality, on-time delivery and innovation capability.



Michael Doppelmayr

Sales revenues by region
2010/2011



Three ropeways with the new recovery concept from Doppelmayr: the 3S lifts in Sölden, Austria (Gaislachkogel; top) and Koblenz, Germany (Federal Horticultural Show; centre), and most recently the 8-MGD Grasjoch Bahn lift in Montafon (Austria), bottom.

Johann Haselsberger: The ropeway visionary at 70

On July 31, 2011, Johann Haselsberger, shareholder and managing director of the Scheffau lift operating company and shareholder and director of Bergbahn Brixen im Thale, celebrated his 70th birthday.



Johann (Hans) Haselsberger is seen as one of the prime movers behind the creation of SkiWelt Wilder Kaiser-Brixental, Austria's biggest ski region incorporating 91 lifts and 279 kilometers of ski trails.

His ropeway career began back in 1969, when he became honorary chairman of the tourism association in his native municipality of Scheffau and joint managing director of Schilift Scheffau GmbH. Even in those early days, he succeeded in utilizing the very limited financial resources available to pave the way for what was later to become the enlarged ski region and ultimately the SkiWelt.

Success factor 1: *"There's no envy and never has been" between the six lift companies belonging to the SkiWelt.*

Understating his role, Hans Haselsberger assures us that he has always been lucky. – It must have been the good fortune that favors the bold! Haselsberger was lucky enough to have cooperative and open-minded neighbors who managed to set up a ski pass network back in the 1970s, which was then the only one of its kind in Austria. "There was simply no envy between us," as Haselsberger is keen to point out. This is a virtue that continues



8-MGD Brandstadl, Scheffau



8-MGD SkiWelt, Brixen im Thale

to be the hallmark of the uncomplicated and friendly collaboration between the six lifts Brixen, Ellmau-Going, Hopfgarten, Scheffau, Söll and Westendorf.

Success factor 2: Take advantage of favorable circumstances

This collaboration has proved successful over the decades and helps to ensure that "favorable circumstances" are put to optimal use. While the region between Jochberger Ache and Brixental is not particularly high – the summit of the region's highest mountain, Hohe Salve, lies at an altitude of 1,829 m – snow and sun are plentiful and the rounded flanks of the Kitzbühl Alps are ideal for ski trails for all levels of proficiency. And what's more, the Bavarian capital Munich is just an hour's drive away, which helps to boost the number of day trippers.

Success factor 3: Technology has always been a fascination – and Doppelmayr offers technical know-how and engineers with their heart in the right place. Perfect.

For Hans Haselsberger, who takes a general interest in technology and a special interest in ropeways, Doppelmayr showed itself to be a like-minded partner.

In his view, however, Doppelmayr's leadership in technical innovation would not count for so much if the people behind it were not on the same wavelength. Hans Haselsberger has words of praise for everything from the project and system advice through to the after-sales team. He highlights the latter for their exceptional technical competence and commitment, plus the fact that they can be called up at any time of the day or night

Success factor 4: Understanding environmental protection as both an obligation and a challenge

It goes without saying that Hans Haselsberger plays an active part in the world of regional associations and business – as a musician, mountain rescuer, Red Cross man and as a chamber of commerce functionary, to name but a few. He particularly likes to mention his role as chairman of the environment com-

mittee and confronts climate change myths with lucid arguments. He remains unchanged in his commitment to meaningful environmental policies and sends out clear signals. Solar fuel stations have now been introduced for day pass holders with electric cars. The idea of using solar power was already put into practice in 2008 when photovoltaic panels were installed to supply both the drive and the loading carpet on the surface lift connecting to the SkiWelt-Bahn.

The nicest recognition came from his home region

Hans Haselsberger has received many honors and awards for his commendable and single-minded efforts. The National Liberal Club in London included the SkiWelt in its "Where to Ski & Snowboard Guide" and the Province of Tyrol awarded him the Medal of Merit. But he was particularly pleased to receive the honorary ring of the municipality of Brixen im Thale on July 31, 2011. It not only recognizes his many years of service on his immediate home ground for the Brixen operating company but also his dedication to development of the entire region.

Still setting his sights high at 70

Even if the time has come for Hans Haselsberger to gradually stand down from the operational side of the business, retirement is not something he is contemplating. The big vision he has in mind is to establish close ties between SkiWelt and the Kitzbühel ski region: "Then we would be one of Europe's three biggest ski regions."

The Doppelmayr team joined the long line of people wanting to extend their congratulations and special wishes to Hans Haselsberger and to express special thanks for the decades of fruitful partnership.



Brixen im Thale



8-CLD-B-S Osthang, Scheffau



The heaviest ever gondola lift

Two modern gondola lifts have improved access from the ski village St. Gallenkirch to the slopes on the Hochjoch in the Silvretta Montafon ski area (Vorarlberg, Austria). One of these lifts, the Grasjoch, is the strongest gondola lift ever built by Doppelmayr. The lift lines and station buildings for both installations are entirely new.

The Grasjoch lift is almost four kilometers in length and has a vertical rise of 1,160 meters. It is the first installation of its kind where a 58 mm rope has been used.

At the top station of the Grasjoch lift, passengers have a choice: They can either ski down from here or continue on – via a covered corridor – to the Hochalppila lift. The second lift takes you to the Alpilagratt, the highest point in the ski area at 2,430m. The fast Hochalppila lift replaces a two-seater angle chairlift built in 1980.



Dr. Georg Hoblik (left), who became CEO of Silvretta Montafon Bergbahnen AG three years ago, has accomplished his mission of leading the Silvretta Montafon ski region along the path to economic success. "We are now the biggest ski region in Vorarlberg, we rank among Austria's top ten ski resorts and belong to the world's top league in ski destinations."

Roman Sandrell (right) is Technical Director of Silvretta Montafon Bergbahnen; he was the driving force behind adapting the new Doppelmayr recovery concept to the requirements of the Grasjoch lift. The construction work was hampered by huge time pressure and the narrow access track up to the Grasjoch. Construction vehicles were used to transport materials and equipment during daylight hours, while the excavation work on the line had to be carried out at night. Roman Sandrell was able to depend on the Doppelmayr ropeway team to meet a particularly tight time schedule – an achievement he cannot rate highly enough.

The Grasjoch lift connects the previously separate ski areas of Hochjoch and Nova.

The link-up between the two had first been discussed

back in the late 1970s. But it was not until 2007, when the Bank für Tirol und Vorarlberg acquired a majority interest in Silvretta Nova, that the vision began to take on concrete form. Before long, a new brand was born: 2008/2009 saw the creation of the Silvretta Montafon ski region offering over 40 lifts and 155 kilometers of ski trails. The new ski region had barely been launched when work began on implementing plans

for the new lift connection. The construction went ahead in 2011.

Recovery concept instead of rescue ropeway

The Grasjoch lift crosses steep, inaccessible and partially forested terrain. The highest point above ground level is 107m. It was here that Doppelmayr's modern recovery concept was installed on a continuous movement monocable ropeway for the first time. In the event of a lift malfunction, the passengers are returned to safety by emptying the line. This recovery concept replaces two costly rescue ropeways.

8-MGD-S Grasjoch Bahn (1) 8-MGD-S-O Hochalpila Bahn (2)

Transport cap. PPH	2,400	2,800
Trip time min	11.9	4.6
Speed m/s	6.0	6.0
Rope dia. in mm	58	52
Carriers	120	53
Interval in s	12.9	10.3
Inclined length m	3,916	1,339
Vertical rise m	1,160	442
Top station altitude m	1,980	2,421
Towers	23	11
Drive	Top	Bottom
Tensioning	Bottom	Bottom



From pedestrian zone to ski trail

From this winter, the Austrian ski area Saalbach-Hinterglemm-Leogang (known as the Skicircus) boasts two new attractions: the 8-passenger gondola Bernkogelbahn I and the 6-seater chairlift Reiterkogel-Ost, both offering heated seats as well as high capacity¹.

The area referred to as the Skicircus encompasses the slopes on both sides of the Glemm Valley with 55 lifts and 200 kilometers of ski trails; there is also a side branch that stretches across the Steinberge mountains as far as Leogang. Three individual projects got off the ground in 2011: the new gondola Bernkogelbahn I, the 6-seater chairlift Reiterkogel-Ost plus a comprehensive expansion of the snowmaking facilities.

Next chairlift due in 2012

The two lifts have been completed; the snowmaking system is due for comple-

tion in 2012. The new storage pond will mean replacing the Wetterkreuz double surface lift with a chairlift which is also to be built by Doppelmayr. This storage pond is one of eight in the ski area and will be Austria's biggest.

Cutting-edge technology – top comfort

The gondola lift replaces a detachable triple chairlift supplied by Doppelmayr in

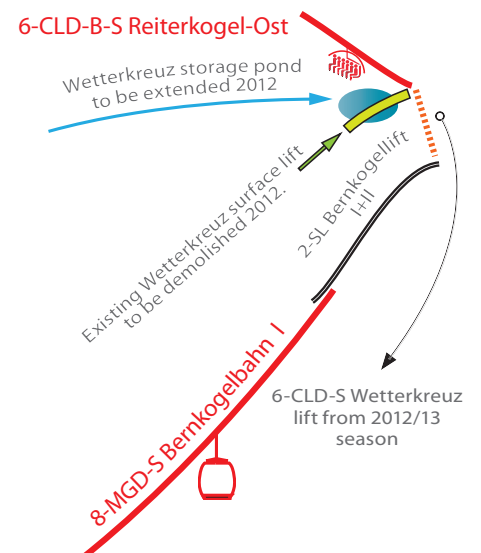
¹ 8-MGD-S Bernkogelbahn I: The transport capacity of 3,000 PPH is the highest that Doppelmayr has accomplished to date with a standard XL station on an 8-MGD.



Top station of the new Bernkogelbahn 1



Director Walter Steiner from Saalbacher Bergbahnen lists some of the many things he values in Doppelmayr: "Reliability, excellent installation crews, exact adherence to construction schedules, on-time delivery, exemplary after-sales support and spare parts delivery."



1981. The new three-level bottom station lies on the edge of the town's (Saalbach) pedestrian area. Ticket office, information and parking facilities are on the ground floor. From here, passengers take one of the three elevators up to the boarding platform on the second floor. The first floor houses administration offices.

Child-friendly

The Reiterkogel-Ost chairlift replaces a two-seater chair (also from Doppelmayr) built in 1984. The carriers on the new lift are equipped with the automatic child-friendly locking system CS10 and bubbles.

8-MGD-S Bernkogelbahn 1

Transport capacity	3,017 PPH
Trip time	5.6 min
Speed	6.0 m/s
Cabins	81
Interval	9.6 s
Inclined length	1,968 m
Top station altitude	1,585 m
Vertical rise	563 m
Towers	15
Drive	Top/underground
Tensioning	Bottom
Carrier parking	Top/underground

6-CLD-B-S Reiterkogel-Ost

Transport capacity	2,395 PPH
Trip time	3.0 min
Speed	5.0 m/s
Chairs	57
Interval	7.2 s
Inclined length	873 m
Top station altitude	1,817 m
Vertical rise	195 m
Towers	8
Drive	Top/overhead
Tensioning	Bottom
Carrier parking	Bottom/side



New 10-passenger gondola lift in Altenmarkt

The start of the 2011/2012 ski season saw the opening of the new 10-passenger Hochbifang gondola lift on the Altenmarkt side of the Radstadt/Altenmarkt ski circuit.

The new gondola lift is one of the longest in the Ski amadé region¹. It replaces a 40-year-old double chairlift.

Higher capacity, greater comfort, better image

As Managing Director of the Zauchensee operating company Veronika Scheffer explains, it was high time for a new, high-capacity lift: "The old double chairlift gave

us nowhere near enough capacity. It could only carry 700 passengers following a reduction in the number of grips." The image of the area as a whole also suffered as a result of the sluggish old chairlift.

Radstadt/Altenmarkt is a family-oriented ski region with scenic, wide-ranging slopes, a small fun park and a timed ski run. During the construction of the new Hochbifang lift, the practice lift was also replaced and now goes under the name of "ÜL Fichtelland" (previously Hochbifang) in association with the Fichtelland (kids' ski area) next to the bottom station of the Hochbifang lift.

¹ The entire Ski amadé network has 860 kilometers of ski trails and 270 lifts.



10-MGD Hochbifangbahn

Transport capacity	2,000 PPH
Trip time	7.6 min
Speed	6.0 m/s
Cabins	50
Interval	14.4 s
Inclined length	2,348 m
Top station altitude	1,565 m
Vertical rise	680 m
Towers	14
Drive	Top
Tensioning	Bottom



Veronika Scheffer heads the lift company Liftgesellschaft Zauchensee Benedikt Scheffer GmbH which owns the areas

Radstadt-Altenmarkt and Zauchensee-Flachauwinkl that lie on either side of a broad mountain ridge and are linked up by a ski circuit. Radstadt-Altenmarkt is a classic family-oriented ski resort with eight lifts. Zauchensee-Flachauwinkl has 16 lifts and is geared to athletic skiers and off-piste enthusiasts.

The relationship between Doppelmayr and Zauchensee is based on a high level of trust and goes back to when the lift company was founded in 1964. The two have worked together on a large number of demanding projects.

Skiers who take advantage of the ski circuit encompassing both sides of the mountain also like to use the Hochbifang lift for the return trip to Radstadt as the top stations of the Hochbifang lift and the 8-MGD Königslehen are located in close proximity to each other. The carrier parking facility for the new lift is located in the basement of the Königslehen installation.

The new gondola lift also makes it easier to use the Königslehen toboggan run – one of two in the ski area. Guests take the Hochbifang lift (or the Königslehen lift) up to the start of the toboggan run and after tobogganing downhill can use either of the gondola lifts to return back down to Altenmarkt (or Radstadt).

Surface lift goes to the races



Doppelmayr replaced two 40-year-old surface lifts¹ on the snow-assured Vögelsschuss mountain near Wattens in Tyrol with a user-friendly platter lift.

The 900m-high Vögelsschuss mountain is a popular leisure destination for sports schools and families from the surrounding communities as well as for spontaneous trips after work, especially as it has an illuminated slope complete with snowmaking facilities. The large majority of users are athletic skiers.

Closed-off racing section

The wide slope provides ample room for cordoning off a racing section without inconveniencing the recreational skiers. The ski slope meets the specifications of the Tyrolean and Austrian Ski Associations in terms of run length and gradient for competitions. Up to now, however, when Association events were held – primarily slaloms – the road that crosses the slope had to be closed to traffic. (The

old lifts went as far as this road). This situation was remedied by building a tunnel and the lift line was extended by 120 m.

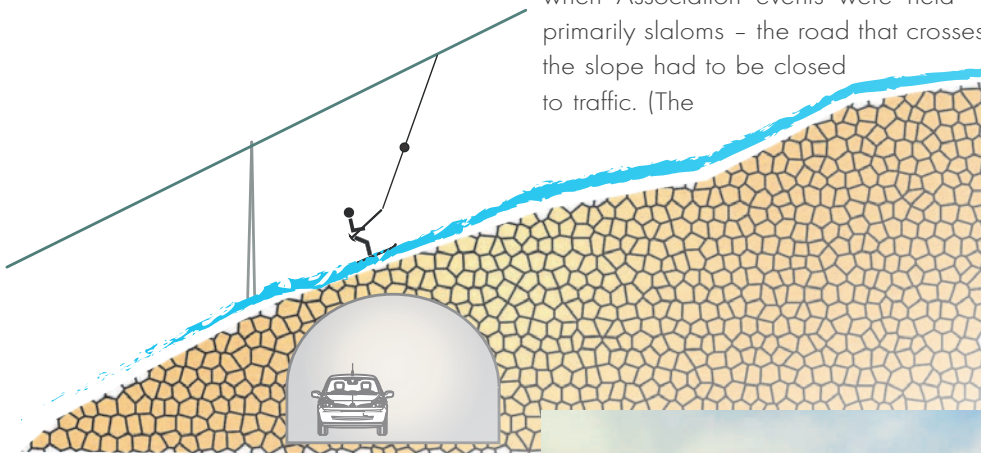
Special insect protection

When building the lift installation, special attention was paid to maintaining an intact natural environment. Care was taken to prevent harm to rare herbs from the earthworks. Special insect filters were also fitted to the ski slope floodlights.

¹ One surface lift with an upper and one with a lower ropeline

1-SL Vöglerschusslift

Transport capacity	572 PPH
Trip time	2.1 min
Speed	2.5 m/s
Towing units	44
Interval	6.9 s
Track length	330 m
Top station altitude	976 m
Vertical rise	106 m
Towers	3
Drive	Bottom
Tensioning	Bottom



In order to join up the ski slope which had been divided by the road, a 50m-long concrete tunnel was first constructed using the cut-and-cover method. This was then covered over with 1,300 dumper truck loads of earth.

The Vöglerschuss lift is very popular among families with children and local schools.



Water tanks



Supervisory Board
Chairman Thomas
Oberbeirsteiner,
Sportstätten und
Erholungs-
einrichtungsges. m. b. H.,

Wattens: "We didn't want to just restore the lift installation on the Vögelsberg mountain; our aim was to make it even more attractive. And that's exactly what we've accomplished." – The lift company is owned by the municipalities of Wattens, Volders, Fritzens, Baumkirchen and Wattenberg.



Managing Director
Markus Wurm: "Using
CCTV cameras has
enabled us to cut back
on personnel costs. Our
construction manager

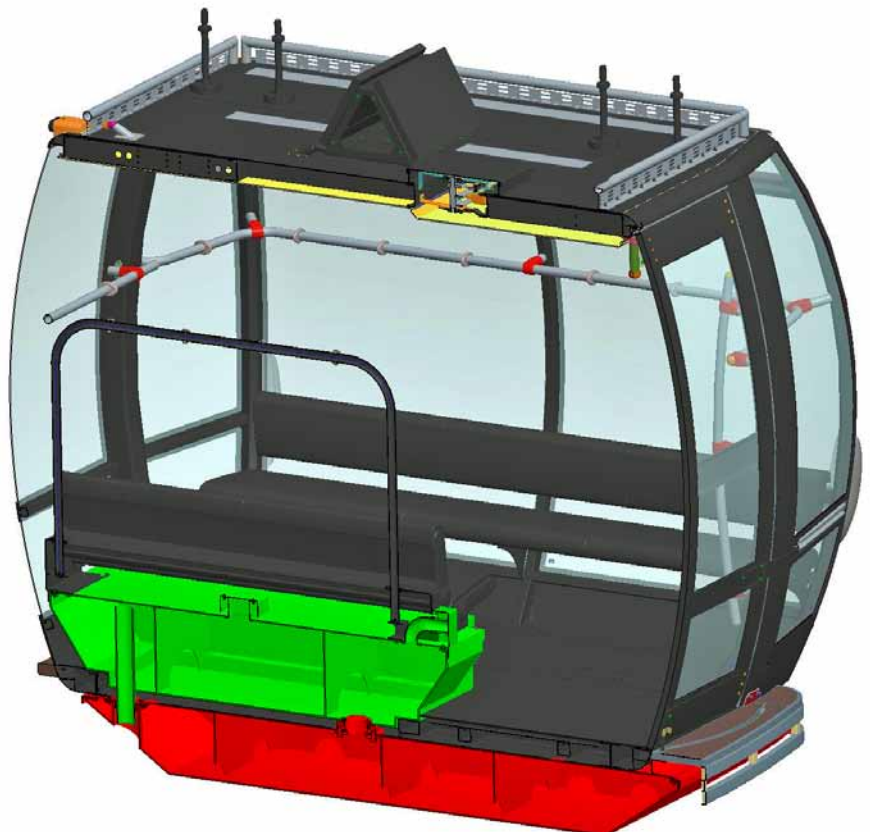
was exceptionally impressed by the level of advice and the precision with which Doppelmayr handled the project. We're also smitten with the visual lightness of the construction and the excellent price-performance ratio."

The 3S Gaislachkogel lift in Sölden has acquired another two cabins which can either be used to transport fresh water or to carry passengers.

Up to now, the water had been transported in containers which were simply placed inside the 30-passenger cabins. This has recently changed with the addition of two new special cabins which have 2,000-liter water tanks underneath the cabin floor and below the middle seats. A hose connection enables the tanks to be filled or emptied in the stations – usually during slack periods. Passengers are only carried when the tanks are empty.

Capacity upgrade into the bargain

With the new cabins, Sölden has not only rationalized the water supply for the mountain restaurant but also increased the lift system's transport capacity. The upgrade amounts to 300 additional passengers per hour.



Cross section of the new cabin with two water tanks: one below the bench seat (green) and another underneath the cabin floor (red).



Ropeways to stem population drain



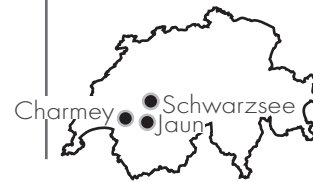
In the heart of Greyerzerland – made famous by its delicious Gruyère cheese – Garaventa built three quad chairlifts in 2011.

The importance of these lifts was summed up by the *Neue Zürcher Zeitung* in an essay entitled “Jaun doesn’t want to die”. It goes on to say: “The only German-speaking community in Greyerzerland possesses a trump card: the love of Jaun’s inhabitants for their countryside. And it has a chain of mountains that is set to attract hordes of guests in the future.” Similar comments apply to the region as a whole. The plan is to create jobs through tourism.

The operating companies of the lifts in Jaun, Plaffeien (Schwarzsee), La Berra, Charmey and Gruyère-Molésen got to-

gether with the canton of Fribourg and their local communities to found *Freiburger Seilbahnen AG* as a first step toward upgrading their outmoded installations.

In Jaun, the *Gastlosen* surface lift was replaced by a 4-CLD. Two parallel surface lifts in Schwarzsee were demolished for the chairlift. In Charmey, a surface lift dating back to 1962 was replaced by a 4-CLD (large photo). In this case, the geological conditions made construction particularly difficult, but Garaventa took care of everything to the general satisfaction of the customer and will be building another two lifts in the region in 2012.



Felix Aeby was Chairman of the Board at Skilift Jaun AG from 2007 until April 2011.

Once the funding was secured and the construction work on the chairlift was largely completed, he stood down from this post. He is to stay on as a member of the Board to oversee settlement of all the construction accounts. Garaventa is in his view a reputable supplier who can be relied on to deliver on time, who leads in the area of electro-mechanics, possesses outstanding know-how when it comes to construction and has highly professional employees.



A buoyant mood at the opening of the 4-CLD Riggisalp-Kaiseregg in the Schwarzsee ski area (from left to right): Philipp Menoud, Chairman of the Board of Freiburger Seilbahnen AG; Erich Brühlhart, Managing Director of Kaisereggbahnen Schwarzsee AG; Dr. Beat Vonlanthen, Cantonal Government Councilor in Fribourg; and Felix Bürdel, Chairman of the Board of Kaisereggbahnen Schwarzsee AG. Together with Freiburger Seilbahnen AG, Garaventa formed a consortium whose mission is to build the lifts.

The color scheme for the detachable quad chairlift in Schwarzsee gives it a very stylish look. The stations are in anthracite, while the guttering and trumpet guide rails are in the same blue as the seat upholstery. The matching design of the adjacent ski lift buildings adds to the overall harmony of the visual impression.

	4-CLD Gastlosen, Jaun	4-CLD Riggisalp- Kaiseregg, Schwarzsee	4-CLD La Scie- Vounetse, Charmey
Transport capacity PPH	1,400	1,500	1,400
Trip time min	5.9	4.4	6.0
Speed m/s	5.0	5.0	5.0
Chairs	68	55	72
Interval s	10.3	9.6	10.3
Inclined length m	1,624	1,223	1,739
Top station altitude m	1,571	1,748	1,622
Vertical rise m	547	394	443
Towers	13	10	15
Drive	Top	Bottom	Top
Tensioning	Bottom	Bottom	Bottom

Skiing in the Apennines



Doppelmayr has installed the first detachable chairlift in Italy's central region of Marche, half way between Ancona and Perugia in the Sibillini Mountains which rise up to 2,500 m above sea level.

The new chairlift replaces a single-seater lift and runs parallel to the old alignment at a distance of some 80m. Trip time has now been virtually halved. The carriers are parked manually at the bottom station: 48 directly in the station and 30 on a covered parking rail at one side. As general contractor, Doppelmayr was also responsible for the earthworks and construction.

The lift was handed over to the customer before Christmas, well ahead of the contractually agreed date of January 14.



The Marche ski region is one of the most popular in Italy, with good transport links and a well-developed all-year tourism infrastructure. Of the five ropeway installations, the two Doppelmayr lifts built in 2006 (4-CLF) and 2011 (4-CLD) are the most modern; there are also a double chairlift, surface lifts and one loading carpet.

The municipal administration emphasizes the importance of the ski resort as a driver for the region's economy, which explains the large investments in lifts and ski trails.

The new lift will also be used to take summer tourists to the hiking area on Monte Bove Sud.

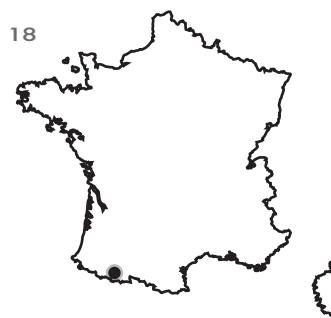
Ruggedly romantic landscape and rich cultural heritage

The ski area is located in Frontignano di Ussita, which is still within the Province of Macerata but very close to the border with Umbria, in the heart of the Monti Sibillini National Park. The municipality is considered to be one of the most picturesque places in the Apennines. It is also a region with a great cultural tradition and was the birthplace of famous names such as the composer Gioacchino Rossini (whose works include "The Barber

of Seville"), the painter Raphael (1423 - 1520) and Friedrich II of the Hohenstaufen dynasty (1194 in Jesi near Ancona). As a consequence, both cultural and leisure tourism flourishes. For Frontignano and its neighboring municipalities, winter tourism is nonetheless a major source of revenue. Their ski region is well known and popular beyond the borders of Umbria and Marche. It has 14 km of ski trails and lifts providing access to the Saliere and Canalone slopes on Monte Bove Sud (2,196m), which in turn have four lifts each.

4-CLD Lo Schiancio - Le Saliere

Transport capacity	2,400 PPH
Trip time	3.9 min
Speed	5.0 m/s
Chairs	78
Interval	6.0 s
Inclined length	1,073 m
Top station altitude	1,552 m
Vertical rise	215 m
Towers	10
Drive	Bottom
Tensioning	Bottom



Capacity upgrade for Grand Tourmalet

In the ski region La Mongie-Barèges, the biggest in the Pyrenees, Doppelmayr replaced a 4-passenger gondola lift with the modern 6-seater chairlift Pourteilh.

La Mongie in the French département Hautes-Pyrénées lies at an altitude of 1,800m and roughly 400 vertical meters below the Col du Tourmalet pass, made famous by the Tour de France. The highest point in the ski region is at 2,500m. The region has 40 lifts and 80 km of groomed ski trails.

It was here that Doppelmayr replaced a 4-passenger gondola lift dating back to 1969 with a 6-CLD offering far greater capacity. There are plans to extend the skiable terrain and install snowmaking equipment in summer 2012.

6-CLD Pourteilh

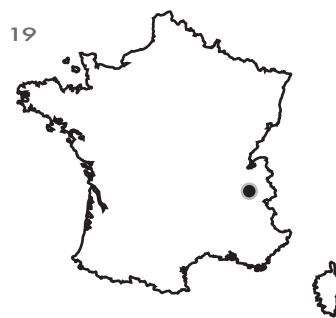
Transport capacity	2,600 PPH
Trip time	5.0 min
Speed	5.0 m/s
Chairs	74
Interval	8.3 s
Inclined length	1,451 m
Vertical rise	450 m
Towers	16
Drive	Bottom
Tensioning	Bottom



Bernard Malus,
Director of the Grand
Tourmalet resort:
"The people from
Doppelmayr were
always there when
we needed them!"



The new 6-CLD Pourteilh provides access to a very popular section of the Pyrenean ski region La Mongie-Barèges. It was the only installation built in the Pyrenees in 2011.



Two new lifts for Valmorel

Doppelmayr installed two new lifts in the ski resort of Valmorel in the French Alps: the gondola lift Pierrafort and the 6-CLD Morel.

Investments in the Valmorel ski resort were the highest made by any of France's ski resorts last year and included the construction of a Club Med (for 1,000 guests) and a hotel belonging to the luxury chain Pierre & Vacances Premium.

From Club Med straight onto the slopes

The 3,600-hectare ski region ranges in altitude from 1,400 m to 2,800 m, has over 152 kilometers of ski trails and 46 lifts. The 8-MGD Pierrafort replaces

a small, outmoded gondola lift dating back to 1981. While the top station was retained, a new bottom station was built to provide rapid access to the slopes from Club Med. Carrier parking is integrated into the top station.

The gondolas on the Pierrafort lift can optionally be equipped to carry eight seated or ten standing passengers.

The detachable 6-seater chairlift Morel is a new installation. It improves the connection between Valmorel and the neighboring ski area of Saint François Longchamp.



Director Antoine Bellet underlines the faster and more convenient connection the two lifts provide to the heart of the ski area.



8(10)-MGD Pierrafort

Transport capacity	3,000 PPH
Trip time	6.3 min
Speed	6.0 m/s
Cabins	63
Interval	12.0 s
Inclined length	1,895 m
Vertical rise	475 m
Towers	13
Drive	Top
Tensioning	Bottom

6-CLD Morel

Transport capacity	3,000 PPH
Trip time	6.0 min
Speed	5.3 m/s
Chairs	98
Interval	7.2 s
Inclined length	1,744 m
Vertical rise	381 m
Towers	14
Drive	Top
Tensioning	Bottom

Valmorel in the département Savoie belongs to one of the most important ski regions in France.

China's ski resorts enjoy a boom



Skiing is gaining importance in China. In 2011, Doppelmayr handed over lifts in Changbaishan International Ski Center and Genting Resort Secret Garden. Both resorts are currently being set up and expanded as ski areas.

The Changbai mountain range on the border with North Korea is largely protected as a nature reserve. There are two ski resorts, the smaller and older of the two (two trails with a total length of 3 km, one surface lift) lies directly on the North Korean border with the extinct volcano Baitou (2,750 m) which Koreans regard as a sacred mountain.

Foreign investors

Six investors headed by the Wanda Group provided the funding for the Changbaishan International Ski Center. It ranges in altitude from 1,000m to 1,200m, covers an area of almost 19km² and has 40 ski trails totaling 40km in length. Access is provided amongst others by three detachable 6-seater chairlifts from Doppelmayr.

Doppelmayr delivered the installations on a turnkey basis. The lifts have a combined capacity of 8,000 skiers an

hour. There are six hotels and apartment blocks offering 3,000 rooms of all categories. The ski region is scheduled to open for the 2012/13 season.

The Genting Resort Secret Garden, 250 kilometers northwest of Beijing, is being built by the Malaysian Genting Investment Group. The initial construction phase includes 13 ski runs with three lifts, a 6/8-passenger combined lift plus two detachable quad chairlifts with bubbles and heated seats. Doppelmayr was the supplier chosen for all of these systems. The two 4-CLDs were completed on schedule for the opening of the ski resort in December 2011; the combined lift is due for completion in July 2012.

The internationally reputable China Daily newspaper reported that, the entire resort (which is also to include golf and theme parks) will offer 2,500 hotel beds. A 350-bed hotel as well as various restaurants and bars are currently under construction.



Genting Resort Secret Garden

The number of skiers in China is estimated at between 1 and 5 million, with a strong

		Changbaishan			Genting Resort Secret Garden		
		6-CLD-B Lift E	6-CLD-B-S Lift F	6-CLD-B Lift L	6/8-CGD-B-S Lift 1	4-CLD-B-S Lift 5	4-CLD-B-S Lift 6
Transport capacity	PPH	1,820	1,800	1,630	2,400	2,025	2,220
Trip time	min	3.2	3.7	4.4	7.1	2.2	4.2
Speed	m/s	5.0	5.0	5.0	5.0	5.0	5.0
Carriers/Chairs		33	38	41	41+41	37	78
Interval	s	11.9	12.0	13.3	10.5	7.1	6.5
Inclined length	m	848	1,016	1,220	1,865	551	1,156
Vertical rise	m	175	122	327	395	70	280
Top station altitude	m	1,042	989	1,210	2,105	1,828	2,105
Towers		9	8	9	15	6	11
Drive		Bottom	Bottom	Bottom	Bottom	Bottom	Bottom
Tensioning		Bottom	Bottom	Bottom	Bottom	Bottom	Bottom



Chairman and CEO of the Genting Investment and Management Group, Tan Sri Lim Kok Thay, took part in the

opening celebrations at Genting Resort Secret Garden. The Genting Group posted revenues of USD 31 billion in 2011. Secret Garden is the group's first ski resort and others are to follow.

Public transport connections are to be expanded

At the moment, Secret Garden can only be conveniently reached via the highway. But that is set to change in 2012

when the high-speed rail line from Beijing to Ürümqi opens. Its first station will be Zhangjiakou, just 20 minutes from the resort by shuttle bus. This will then mean that the trip from Beijing will only take just over an hour (rather than the current three

hours by car).

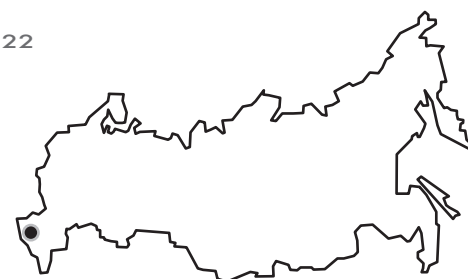
In addition, a military airfield in the vicinity is to be opened up to civil aircraft. The resort operators expect this option to encourage large numbers of foreign tourists.



upward trend. The country has roughly a dozen ski resorts, most of them in the northeast.

Changbaishan

Olympics: Rosa Khutor on schedule



Rosa Khutor is to host the alpine events of the 2014 Winter Olympic Games.

Four Doppelmayr lifts are currently operating at the resort. The most impressive system is a three-section gondola lift. The number of lifts is set to grow to around 20 in time for the opening of the Games.

The new gondola lift connection consists of three consecutive independent sections. The bottom station (Lift A) lies close to the resort of Krasnaya Polyana (altitude 560m). From there, Lift B gets you to the Olympic village on the Rosa Khutor plateau (1,000m). Finally, Aibga Mountain (2,328m)¹ is reached by taking Lift C.

Lift C has a mid station with unloading for uphill passengers. This is used on the one hand by skiers who find the upper slopes too steep, and on the other hand by downhill competitors accessing the nearby starting point for one of the competition runs; this trail leads directly to the ski stadium next to the Olympic village. It will be used beforehand for the European Cup races.

First Doppelmayr lift went into service a year ago – others are to follow

The 6-seater chairlift, Lift D which starts in the Olympic village, was opened in winter 2010/11. From this station it is possible

to ski through a tunnel to Lift B (and to other ski trails and lifts).

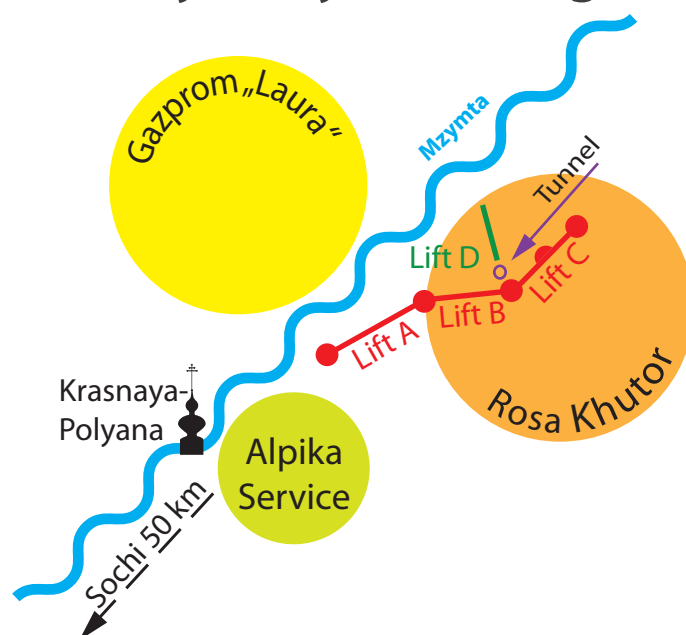
Rosa Khutor is a young resort project which got off the ground in 2003, i.e. several years prior to Russia's bid for the Winter Olympics.

A project for the long term

The Krasnodar region is visited by thousands of summer guests staying on the Black Sea coast around Sochi. The reason: Russia does not have many high mountains and this area has a good transport network. Even back in 2003, it therefore made sense to replace the scant few and consequently overcharged chairlifts with modern installations.

¹ These stations of Lift A and Lift B lie in close proximity to each other. The top station of Lift B and the bottom station of Lift C are housed in one building.

Krasnaya Polyana ski region



Roughly 20 lifts are planned in Rosa Khutor; in the neighboring all-year resorts of OAO Gazprom Skitourism Center (also known as Laura) and Alpika Service, another 20 lifts will be operating by the time of the Olympic Games. These 40 lifts are to be supplied by Doppelmayr.

Rosa Khutor	8-MGD		6-CLD	
	Lift A	Lift B	Lift C	Lift D
Transport cap. PPH	2,800	2,400	2,400	3,000
Trip time in min	7.5	5.3	8.5	5.0
Speed m/s	6.0	6.0	6.0	5.0
Cabins/Chairs	87	53	80	82
Interval in s	11.6	12.0	12.0	7.2
Inclined length m	2,341	1,541	2,370	1,379
Top station altitude m	1,666	1,349	2,328	1,360
Vertical rise m	606	183	979	420
Towers	18	10	19	13
Drive	Top	Top	Top	Top
Tensioning	Bottom	Bottom	Bottom	Bottom

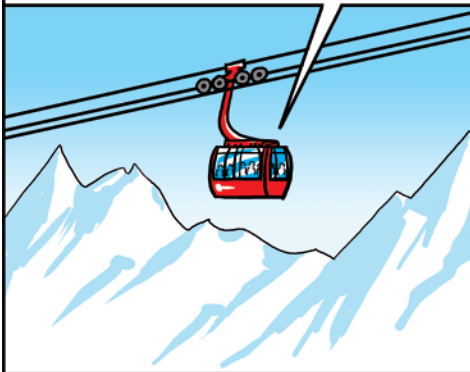
Ski fun with Skippy



Hi kids!

It's me again, Skippy!
You'll never guess where I'm going on
my ski vacation this year!
Whistler Mountain in Canada. They've got a lift
with two world records! Because it has three ropes, it
goes **three kilometers** without a tower -
and it crosses a ravine
that's **436 m** deep!

Wow, this is where you can
prove how brave you are!



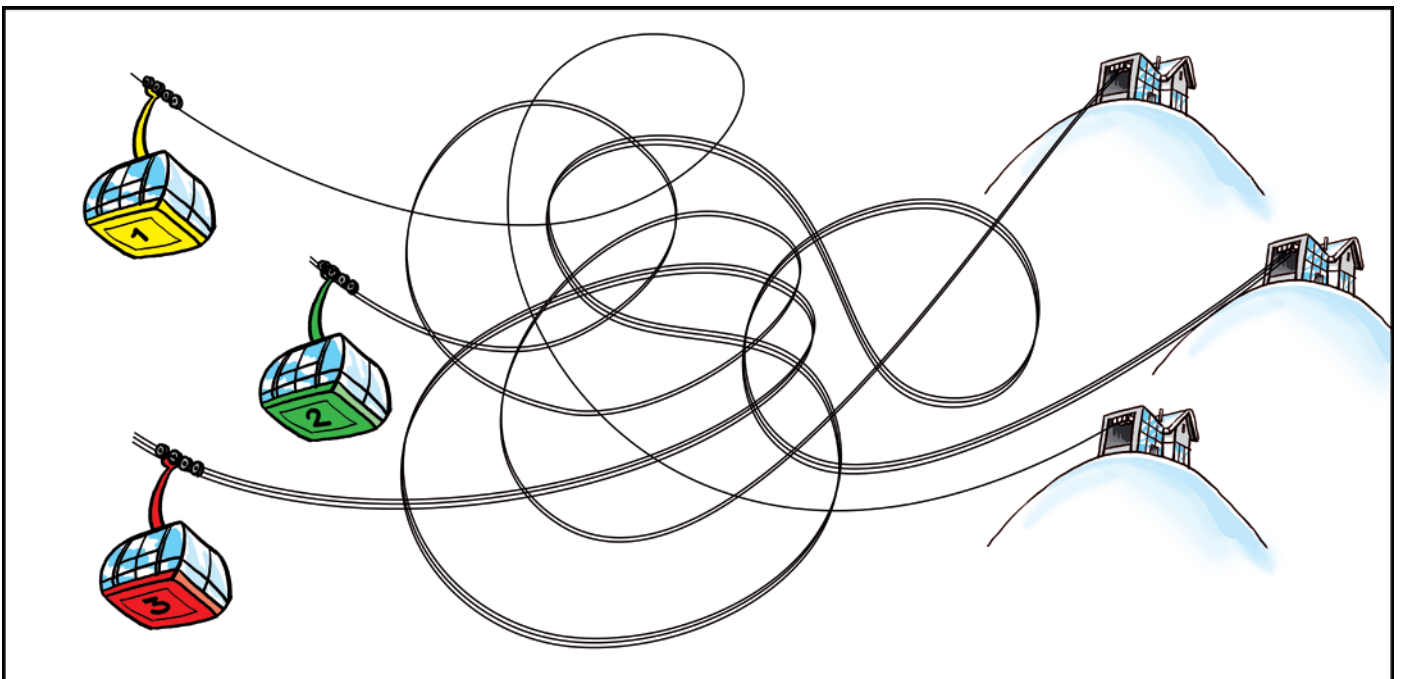
The gondola has a glass floor,
so you can see
all the way down!



Oh boy ... I think I'm flying!



Quiz question: Which of these ropes is the longest?



Prize draw:

Send your answer to Skippy and win a prize! All correct answers will be entered in a draw and the 3 lucky winners will receive an original Doppelmayr backpack. Just mail me your answer to: skippy@doppelmayr.com

Almost 6 million trips across the Rhine

The Doppelmayr 3S lift carried 5.9 million visitors – adults, children, wheelchair users – on the 185 days of the Federal Horticultural Show Koblenz 2011 (BUGA) in the Rhine-Main metropolis. The visitors were most impressed – as were the BUGA directors and state politicians. State Premier Kurt Beck highlighted the sustainable impact on development of the city. “The positive changes will be felt for decades,” he said, and: “The spectacular success here in Koblenz provides a vivid affirmation of what we have accomplished.” This opinion was shared wholeheartedly by Prof. Dr. Joachim Hofmann-Götting, Mayor of Koblenz and Chairman of the BUGA Supervisory Board: “2011 – that was our summer! And we shall still be saying so in years to come. Koblenz has been transformed – by BUGA, for BUGA and for the future” – and the gondola lift played a significant role in that success..



Prize draw

The correct answer to our prize draw question in issue No. 185/September 2011 was: “The Thames”. The lucky winners are: Erich Buchner, St. Veit a/d Glan; Katharina von Gunten, Thun; and Ernst Moser, Wolfurt.

Congratulations to the winners!

Doppelmayr at Interlavex, Slovakia

At Interlavex (conference with exhibition organized by the Slovakian Ropeway Association) in Liptovsky Mikulas, the informative Doppelmayr stand attracted a lot of interest.



International supervisory authority representatives in Wolfurt

Participants in the 61st ITTAB Conference 2011 (International Conference of Technical Supervisory Authorities) visited Doppelmayr on September 27 for an update on the latest developments in ropeway engineering. Last year's conference was organized by Austria under the auspices of Dr. Peter Sedivy, Federal Ministry of Transport, Innovation and Technology (bmvit).

